



-BROOKVILLE-

Friday Morning, February 9, 1866.

THE STATE CONVENTION.

Elsewhere we publish a list of the delegates appointed from this County to attend the Union State Convention which assembled at Indianapolis on Thursday, the 22d day of February, 1866.

The interests of the party and of the Country demand a full representation on that occasion, and it is hoped that those persons appointed as delegates from Franklin County will attend en masse. They will go up without instructions, but in view of the good conduct of the present incumbents of the State Offices, and the universal satisfaction they have rendered in the discharge of their duties, the short time they have held their position, and the evils of a too frequent rotation in office, together with the well established practice of the party, we think we hazard nothing in predicting that the delegates from this County will be a unit in favor of a re-nomination of the present State Officers. Justice and sound policy alike dictate this course.

HOW IT WAS DONE.

It is well known that at the first caucus of the Republican members of Congress after the organization of the House, the pending bill striking out of the District franchise law the word "white," and placing all colors on equality, was voted down, and a qualified franchise for all colors substituted therefor. This result not only reflected the unbiased sentiments of a majority of the Unionists in Congress, but was in accordance with the views of their constituents, as evidenced by the result of the election in the Northern States last year, when the question of unrestricted suffrage was submitted directly to the people. When the bill came up in the House, admitting, as it did, of unrestricted, unqualified, and universal suffrage in the District, without regard to race, color, or loyalty, the Democrats embarked with the ultra Radicals and voted down all amendments and substitutes, and forced a vote on it as a question of universal suffrage. Then it was that many who had voted against the proposition in the House, on the track under pressure, and abandoned those who stood steadfast in defense of what they conceived to be not only the sentiment, but of an overwhelming majority of the people of the District, but also of their own constituents, and left them in a small minority. There is no doubt but the measure would have failed but for the combination of the Democrats and ultra Radicals. The Washington correspondent of the *Indiana Free Republican*, (Mr. Julian's organ,) thus explains how it was done:

When the vote was taken it came up first on the various substitutes and dodges. The Democrats here rendered the *Radicals* most efficient service, voting each time with them to bring the vote on the real proposition, the bill before the House. The first was a motion for indefinite postponement. Lost by a vote of 118 to 52. Next, on a motion to postpone till 24 of March. Lost by a vote of 116 to 52. Next vote was on motion of Mr. Hale, of New York, to re-commit with instructions for introduction of a bill qualifying suffrage by equal tests of ability to read and service during the war. This was lost by a vote of 116 to 52. Then came the tug of war. It was carried by a majority of 63. Glory be to God!

COL. FRANK W. THOMPSON.

Many of our readers will remember Frank Thompson, a very worthy young gentleman, who, after a few years since, some time at Blooming Grove. Being of a roving disposition, he went to Oregon, and took part in the Indian war, commanding a company of Rangers. Returning to Morgantown, West Virginia, his native home, about the time the rebellion was being inaugurated, he warmly espoused the Union cause, recruited a company of which he was elected Captain, fought gallantly during the war, and was promoted to a Colonelcy before its close.

Col. Thompson, we believe, passed through the war unscathed. He met with a fortunate escape from death a short time since, as will be seen by the following, which we clip from the Morgantown (W. V.) Post of the 27th ult.:

NARROW ESCAPE.—One night last week some person fired a gun or pistol about ten o'clock, the ball passing through the residence of Col. Frank W. Thompson near the river, and going clear through the head-board of the Colonel's bed, burying him in the feather-tick. Fortunately the Colonel was absent from home at the time, but had been in bed he says the ball would certainly have killed him, as it passed immediately over his pillow and into the tick. The ball was a large Minie, supposed to have been fired from a French rifle. It entered from the east side of the house, and it is thought that the person who committed the deed, whether accidentally or not, must have taken a position from the top of some house on Front street. Nobody can find out who fired the gun.

CONGRESSIONAL SUMMARY.

We had prepared a summary of Congressional news, but have been compelled to omit it for want of room.

Opening of the W. W. V. R. R.

FESTIVITIES ON THE OCCASION.

On Thursday, 1st inst., the grand event of the opening of the White Water Valley Railroad was appropriately celebrated at this place. A party of excursionists, some seventy-five in number, the elite of the Queen City and intermediate points, and the fashion of the Western Metropolis, arrived here on the first passenger train that ever ascended the Valley of the White Water, and were entertained by our citizens in a manner befitting the occasion. Of the banquet, the toasts, the speeches, the festivities generally, we say nothing, preferring that these matters should be described by our guests, the representatives of the Cincinnati press, from whose reports we make copious extracts. The principal daily newspapers were ably represented by Mr. Wilton Clark of the *Times*, Mr. Theodore F. Allen of the *Commercial*, and Mr. Elias Longley of the *Gazette*, and a trio of more genial and agreeable knights of the quill it has never been our good fortune to meet. Not a single accident or mishap occurred to mar the hilarity and good feeling universally prevailing, but all passed off.

As merry as a wedding bell.

Below we give the *Gazette's* account of the affair:

Excursionists are said to be great civilizing institutions. A modest missionary once said, that if preaching the Gospel to the heathen, he hoped, if he was not able to disseminate any light among them, he might at least knock some holes in their superstitions so as to let out some of their darkness. This much, at least, a railroad may accomplish for any locality that has been deprived of ready communication with the rest of the world for an indefinite length of time. The advent of the first passenger train of cars to this heretofore non-progressive, but still little town, to-day, inspires its more intelligent and enterprising citizens with hopes fully as sanguine as that of the missionary referred to. They are more than satisfied; they are delighted with their prospective future. In the expressive language of one with whom we conversed on the subject, they feel like people of a blockaded port after communication with the rest of the world has been resumed. Since the abandonment of the canal, connecting this city with the Ohio river, and with Harrison a year ago, their only communication with Cincinnati, though but forty miles distant, has been by the lumbering omnibus for passengers, and heavy teams for freight. The daily newspaper, even, was always twenty-four hours behind time.

THE OPENING TRIP.

At half past three o'clock, on Thursday, a train left the depot of the Indianapolis Railroad, on Pearl and Plum streets, with a considerable number of invited guests and their ladies, including also, Mr. H. C. Lord, President of the Railroad Company; Mr. W. W. Smith, Superintendent of Indianapolis & Cincinnati Railroad Company; T. F. Richardson, Superintendent of the Road; Col. Nat. Lord, Wright, Esq., the Company's Attorney; Mr. L. C. Veir, Agent of Adams Express Company, and several members of the press. Not of the least importance, also, was Menter and his famous band. The train was conducted by Mr. J. C. Tucker, who ran the first locomotive over the road as far as Harrison, and has been conducting that line ever since. The locomotive "H. C. Lord," was in the charge of Engineer W. Fagan.

Leaving the I. & C. Road at Harrison Junction, we soon reached Harrison, where the locomotive took to water, (and where, it was whispered by the ladies, that the officers of the road and their guests didn't—it was too cold,) and the band waked up the quiet town with their stirring strains. Here we entered on the new track, and found the cars ran as smoothly as over any other portion of the road, which, to be more specific, was as smoothly as can be expected under the most favorable circumstances. The track being laid mostly on the old right-of-way of the College, the road is solid to begin with, and then the abundance of gravel along the whole line has enabled the country to give it good ballasting and permanent fills where necessary.

And it is appropriate here to say, also, that poles for the telegraph wires have been erected by the Western Union Line, and in a week hence the Brookvilians will be in lightning communication with the rest of mankind.

The valley of the Whitewater river, through which the road runs, is lined on either side, most of the way, with high rolling land, in some places with precipitous and lofty hills, equal to those on the banks of the Ohio. The river, running on a gravelly bed is clear, and in proper seasons is much frequented by piscatorial devotees.

Altogether, the scenery we should judge, would, during most of the year, be very inviting.

Reaching Harrison on to Brookville, these never had been seen before, by the stay-at-home natives, such a thing as a passenger train of cars, and of course the people were everywhere on the look-out for our approach. At the terminus, on this side of the river at Brookville, there was a very large concourse of citizens waiting to welcome us. On disembarking we were taken into carriages and wagons and conveyed, some to hotels, some to private residences, where a supper had been prepared, and comfortable rooms were ready to receive us.

THE BROOKVILLE COLLEGE.

Besides the chairman of the Committee of Arrangements, Dr. Rufus Haymond, who received their guests in the chapel of the College, we found the President of the institution Rev. W. R. Goodwin, performing the part of hospitable host in the most agreeable manner. The members of the press, we may say in passing, received special and very acceptable attention from Mr. R. H. Swift, the editor of the *Indiana American*, one of the most ably conducted administration papers in the State.

The College edifice is a substantial modern structure, three stories high, beautifully situated on a gentle eminence in the margin of the town. It is conducted under the auspices of the Methodist Conference of that portion of the State, and is in a very flourishing condition.

FESTIVITIES IN THE CHAPEL.

Of course all the leading citizens of the place, including wives and daughters, were

present to entertain their visitors. An hour was spent—from seven until eight o'clock—in social conversation, interspersed with music from the Band. Soon after eight o'clock the large folding doors of an adjoining hall were thrown open, and supper announced. The exhilarating ride, served to render the sight of four long rows of tables, most bountifully laden with every reasonable luxury, as well as all the substantial dishes of a grand public dinner, exceedingly attractive—so much so that when the chairman of the committee announced that, inasmuch as the tables would not accommodate all at one time, citizens of the town would please wait, the wait of our company was so disconcerting as to circulate, from the fullness of his heart (or the emptiness of his stomach), "We are glad we don't live in Brookville." Whether he used the "we" in an editorial sense, or because he thought his fellow guests would endorse his sentiment, we leave each of the aforesaid guests to answer for himself and herself. But while disposing of our share of the good things before us, we thought anybody might be glad to live where the matrons and maids of the community know how to get up such suppers.

At ten o'clock when all had finished supper, and there suddenly appeared on a large table in the center of the hall, sundry not unfamiliar but questionable characters, with long necks and silver colored caps, together with multitudinous glasses, in fearful array.

THE AUSPICIOUS ERA.

The Chairman of the Committee announced the first toast, and simultaneously the white caps began to fly and the glasses to ring.

The occasion we celebrate—An auspicious era in the history of our beautiful valley, and the happy mingling of mutual interests. Dr. J. W. Keely responded in behalf of the disenthralled town, congratulating themselves that they were about to get out of the woods and enjoy some of the privileges of which their neighbors had possessed themselves long years ago. He spoke of the productiveness of the Whitewater Valley and the industry of its inhabitants. He hoped no one would imagine that constructed this road out of pity for the people of that region of country. He had no intention of being subservient as well as they, and he hoped the interests of both parties would be as harmonious hereafter as they had been thus far. He thanked his fellow citizens for the promptness with which they had contributed to aid the great enterprise. They had in this instance found that "the Lord helps those who are disposed to help themselves."

HOW TO BUILD A RAILROAD.

The President of the Whitewater Valley Railroad—His sagacity in discovering the true channels of commerce is only equalled by his energy in supplying facilities for intercommunication between the various sections of our country.

President Lord, after thanking the people for this compliment, said he would rather at any time undertake to build a railroad from Harrison to Brookville than to make a speech. But he proceeded in the most happy manner to say how, some eight months ago, he was sent for by the citizens of Franklin County, who wished him to make a proposition on what they called the "road to the mountains." He told them if they would raise \$200,000, and donate to the Company, they would build the road and have it in running order by the first day of May, 1866. The fact that an engine and three passenger cars had just arrived from Cincinnati was the evidence he presented them that he had completed his contract. He then reminded them that when first spoken to on the subject he had asked them if they had a Chamber of Commerce there, and when he told they had not, he assured them the road could be built. He had had some experience with Chambers of Commerce. An institution of the kind in Cincinnati had, some eight or nine years ago, passed resolutions that a railroad should be built from there to Knoxville, and almost every year since then the fact had been repeated, but the road is no nearer built than at the first. So the Board of Trade at Indianapolis were in the habit of voting that a road should be built from that city to this point. But the results in both cases had proven that railroads could not be built by resolutions. He suggested that this meeting appoint a committee to visit Cincinnati to inform the Chamber of Commerce how a railroad to Knoxville might be built.

Mr. Lord said further, that the work on the road as far as Laurel, some eighteen miles, was progressing satisfactorily, that he had promised to complete it by the first of November next, but if nothing happened it would be in running order three months before that time.

MISCELLANEOUS SENTIMENTS.

The Union—Best inheritance of Heaven; may its true spirit soon be restored, and its harmony be never more disturbed.

Rev. W. R. Goodwin, in some appropriate patriotic remarks, happily responded to this sentiment. He saw in the building of railroads an influence greatly promotive of unity of feeling and interests, and hoped the proposed Knoxville Railroad might soon contribute its strength in binding together the northern and southern portions of this great country.

The Whitewater Valley Railway—through whose iron bound channel the Whitewater Valley will shower the surplus of her golden grains into the needy lap of the outside world; may its benefits increase with its years, and our people properly appreciate its worth.

D. Thew Wright, Esq., was called upon to respond to this toast. He said that speech making was his trade, and he was not accustomed to decline to do it. He said he had not been paid for it. As he had not seen anything of a retaining fee in this instance, he was disposed to decline answering their call.

At this juncture President Lord stepped to his side and said, loud enough for all to hear, "You are paid by the year, sir, by our Company." And the attorney was overwhelmed with the laughter of the audience. Mr. Wright protested that such family secrets should not be exposed to the public. He had another excuse to offer, which was that he was only in the habit of addressing juries in the Court House, and could not face such a large and brilliant assemblage as that before him. He, however, thanked the people of Brookville for the hospitality and the luxurious manner in which they were entertaining the citizens of Cincinnati.

The efficient Corps of Engineers and Mechanics of the Whitewater Valley Railroad—May their shadows never grow less.

Col. Nat. Lord responded in behalf of Mr. Thos. Peter, the accomplished and efficient engineer of the road. The Church, School Houses, the Press, Railroads and Telegraph—the efficient means of regenerating and enlightening the world.

Rev. J. M. Drake offered some very pertinent remarks under this head. In response to the Daily Press of Cincinnati, Mr. Wilton Clark, of the *Times*, opened his vocabulary of wit, by congratulating the people of Brookville that they had the Lord (President H. C.) on their side. The occasion was giving him a vast amount of pleasure. He had met with but one drawback in his enjoyment, and that was the unaccountable absence of his knife and fork at supper. But for this circumstance, there would not have been so many of the good things left. He hoped President Lord would push on the completion of the road, if a similar entertainment was to be gotten up at the next station, and concluded with some remarks about dancing, that were highly appreciated by a large portion of the impatient young folks.

"Women—Heaven's last best gift to man"—was the theme of some philosophical and moral remarks by Rev. U. Tinsley. CONCLUDING REMARKS. At half past 11 o'clock the assemblage adjourned to the Court House—one of the finest in the State. The large hall was brilliantly lighted, and the music of the band was heard from the first balcony, and until half past three in the morning the lively throng "tripped the light fantastic toe." At that hour the loud whistle of the locomotive called "all aboard," and at half past six we stepped out of the depot on Pearl street, entirely satisfied with the night's entertainment.

The following is from the *Commercial*: The occasion of the opening of the Whitewater Valley Railroad was celebrated by a festival at Brookville, Indiana, last Thursday evening. At half past three Thursday afternoon, a special excursion train, of three new and elegant passenger coaches, drawn by the locomotive "H. C. Lord," with Engineer Wm. Pagan at the "helm," the whole under the direction of Conductor J. C. Tucker, left the Cincinnati depot of the Indianapolis & Cincinnati Railroad, with the invited guests from this city, accompanied by Menter's Band. As the train left the depot, the Band played some of their "Sweetest airs, and all aboard were in the most excellent spirits. As they passed down the road, stopping at Sunnyside, Duhi and Harrison Junction, many refreshments were received by the happy crowd.

At Harrison Junction, the train left the track of the Indianapolis Road, and started on the trial trip over the Whitewater Valley Railroad. The road was found in most excellent condition for a new road, and the smoothness of the road will compare favorably with some of our older routes. The course is up the beautiful valley of the Whitewater River, and the track is laid along the tow-path of the old Whitewater Canal, in the dry bed of which were seen the remains of many shipwrecks of the bygone days of the prosperity of the "raging canal."

Arrived at Harrison at half past four, a large crowd was in waiting, and welcomed the train with shouts of cheer and waving of handkerchiefs. Here Captain Menter regaled the people with some delicious refreshments, and to the amusement of many natives, who flocked around, inquiring if Mr. Menter himself was along, and gazing on that individual with admiration.

Arrived at Brookville, the present terminus of the road, forty-two miles from Cincinnati, at 6 o'clock, carriages, buggies and wagons were in readiness to convey the excursionists to the reception rooms, prepared for the occasion, in the large building of the College, where the guests were received by the Reception Committee, comprising the following citizens of Brookville: Rev. W. R. Goodwin, President of the College, and wife; Major J. C. Burton; Mr. R. H. Swift, editor of the *Indiana American*; Mr. and Mrs. W. S. Baker; Mr. and Mrs. Bentley.

The whole College building was thrown open for the use of the guests, nearly two hundred of whom were present. Menter, with his grand cornet and orchestra band, discoursed sweet music in the lecture room, while in the recitation rooms and large halls and chapel were gathered happy crowds, engaged in promenades, *tele-tele-tele*, and enjoying themselves generally.

At 9 o'clock supper was announced, and the assemblage repaired to one of the spacious halls of the College, where four handsomely decorated tables groined beneath the weight of many delicious and substantial, to which those assembled did ample justice.

After supper, all were gathered together in the College Chapel, where a table was spread, on which appeared supplementary delicacies, and a goodly array of bottles of champagne.

[Here follow the toasts, which we omit.] Rev. J. M. Drake offered the following as a volunteer: We have heard the song of the Iron Horse, We have seen him in the Valley; We have heard him sing his glorious song, By the chains of the West, he has won; Our friends from the Green Isle Valley, We have said, as we rose up at 2 o'clock, And put on our clothes with a shiver, Alas! our friends, our friends, our friends, The thought of evening would be a shock, "Well, well, this isn't the last forever."

And when, at eleven or twelve, we came From the Quailies, and from the West, We felt that it was all the same, We felt that it was all the same, As if we had been a dozen.

Our news was as stale as a baker's bread, (Made chiefly, they say, of steam.) Our friends of a hundred miles away Might marry or die, it was many a day, As we knew what had better be done.

And nobody knew how hard it was, When every where else the lightning Flashed to tell how the rebel cause, A monstrous lie, was being done, And our very friends were captives.

Or to think that, after a victory won, Elsewhere they had shed the anchors, And got out the old six-pawed gun, And the chains of the West, he has won; While here the best that it could be done, As like as not, was two to one, And over so many backers.

Now we shall know what is going on; And it won't be long before we'll see, If some of us know what is going on, And find the sensation decidedly rough, And we feel the truth of the saying, But such a fear shall never prevent Our money can't entirely prevent, Or a generous fellow is really sent— And I have known such things, given or lent, The cause of as much of discontent As would give any one a fever.

So here's to the Menter, President, Superintendent, Board of Directors,

May they make the money they want to make, And enough to pay for the legs they wear; May their courage never keep them here; May they always breakfast on tender steak; And at dinner have excellent pie and cake, (Such as the Ladies of Brookville bake.) Till of wrong they become protectors.

May never a car run off the track, Nor an axle break, nor a boiler burst, Nor wiver go a shopping and not come back, Nor any one have a plentiful lack Of money and brains, come out to attack The hearts of the mads, as they've had a knock Of doing from the first.

There are upper and lower classes, they say; And whether abroad or at home we stay, Asleep by night, or awake by day, May none ever be pleased to pass away As peace this night Lord Supper.

After the reading of the toasts and hearing the responses thereto, the assemblage at the College dispersed, and at the door were found carriages in readiness to convey the guests to the Court-house, where, to the music of Menter's indefatigable band, dancing was continued till three o'clock in the morning, when the excursionists were carried to the depot, and, weary, but happy in the journey, started on their homeward journey, expressing many thanks to their entertainers for their generous hospitality.

From the *Times* we make the following extracts:

An entertainment was given at Brookville last evening, by a committee of resident gentlemen, on the inauguration of the opening of their railroad, which supercedes the old canal and gives them immediate and direct railroad communication with Cincinnati, and thence East and West, North and South. At half past four, yesterday afternoon, a special excursion train left the I. & C. R. R. depot with the invited guests, for the celebration, in a magnificent train of new and elegant cars, drawn by the powerful engine, "H. C. Lord," under the conductorship of Mr. J. C. Tucker. It is a pleasant ride to Brookville from Cincinnati, and as the train passed, the several stations the excursionists were greeted by the inhabitants with cordial welcome, and at some of the stations, more particularly noticeable Harrison, a serenade was vouchsafed the pioneer travelers over the newly completed road.

En route the numbers were increased by the guests from every station. H. C. Lord, President of the road, Col. Nat. Lord, J. F. Richardson, Superintendent, and Mr. H. M. Britton, with their ladies, joined the party. The new track is well and substantially laid and ballasted, the cars gliding along without the usual jolt experienced on the majority of freshly constructed roads.

The train arrived at Brookville on time, where the excursionists found comfortable carriages to carry them to the town. Brookville is a picturesque little place, population per last census something over 2,000. It is situated in Franklin county, Ind., possesses four or five churches, and a handsome college of 130 students. Under the presidency of the Rev. W. R. Goodwin. There are two weekly newspapers published, a fact in itself healthy, the *Indiana American* and *Franklin Democrat*, both ably conducted little journals the former being a paper of venerable age.

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ing cordial thanks to their entertainers for the liberal and generous hospitality. The members of the press present were most kindly entertained by R. H. Swift, of the *Indiana American*, who placed his house at their disposal. Prosperity to Brookville and the Whitewater Valley, and long may they wave.

DELEGATES TO THE STATE CONVENTION.

At a meeting of the Franklin County Union Central Committee, held on the 3d inst., the following named persons were appointed Delegates to attend the State Convention to be held at Indianapolis, the 22d February:

Both Township.
Jesse Montgomery, George R. Nevins, Eliphalet Allen, John Blew, Joshua J. Fry.

Blooming Grove Township.
John Webb, Ebenezer Glenn, W. W. Pettigrew, Levi L. Bond, D. O. Allen, Craven Moore.

Brookville Township.
R. H. Swift, C. V. Kyger, Capt. Robt. Allen, Nixon Davis, Capt. F. Wilkinson, Oliver Rucker, C. C. Binkley, Jas. S. Colecott, Jr., W. S. Baker, Capt. Reife.

Butler Township.
Squire Harvey, Henry Coen, Geo. H. Osborn, Conrad Schomber.

Laurel Township.
John Colter, James D. Henry, Capt. Wm. L. Day, Ed. Manley, James O'Hair, Spencer Wiley, Jas. A. Derbyshire.

Springfield Township.
John A. Colecott, Capt. D. S. Shaffer, Ira Stout, Robert Mitchell, Henry D. Wehr, John J. Dare, Geo. C. Rider.

Fairfield Township.
Simeon Miller, Capt. G. W. Claypool, Frank P. Best, John A. Hughes.

Metamora Township.
Capt. G. W. Kimble, Alf Blackledge, Peter D. Pelsor, Lieut. Ed. High, R. L. Leeson, Thos. H. Conner, Mahlon C. Gordon.

Salt Creek Township.
Robert Pugh, Henry George, Charles Martin, James Colter, Henry Biggs, Henderson Brown.

Posey Township.
Henry Secrest, Salem Shumway, James H. Moore, Smith Scott, Wm. Pruett.

Roy Township.
James Bailey, Henry Havercott, Lewis Plake.

White Water Township.
Dr. Sam Davis, Augustus Benton, Nathan Sater, Richard Neptune, B. F. Hollowell.

Highland Township.
Conrad Fender, Christina Miesmer, David Powers, John Hensler, Capt. Julius C. Hahn.

CONSISTENCY.

We understand the *Yankees* *Dipatch* to endorse the action of Congress in paying the bill granting universal suffrage in the District of Columbia, and yet, in its last issue, it says: "We are opposed to the negro voting in our State, and would cast our vote against it were an election held to determine that point." It may be that negro suffrage is a good thing in the District of Columbia, and a bad thing in the State of Indiana, but we fail to see it in that light. We are not prepared to admit that the principles of right and justice are determined by locality, but believe them to be of universal application.

APPOINTMENTS.
Col. Thomas Pattison of Aurora, and Capt. R. L. Leeson of Metamora, have been appointed additional Assistant Assessors to supervise Distillers in the 4th District of Indiana.

NEW ADVERTISEMENTS.

DISSOLUTION OF CO-PARTNERSHIP.
THE Co-partnership heretofore existing between John H. Foote and Henry Conner has been dissolved by mutual consent.

J. H. FOOTE, H. CONNER.

MEAT STORE.

THE undersigned would respectfully announce to the citizens of Brookville that they will open a Meat Store on Monday next, in the building formerly occupied by the Township Library, next door to Hall's dwelling. They intend keeping fresh meat of all kinds, and will be found at all hours ready to wait on customers.

NEWMAN & DAVIS.

NEW TIN AND STOVE STORE!!

Great Improvement in Sewing Machine!

EMPIRE SHUTTLE MAC. INE!

PATENTED FEB. 14th, 1850.

SALESDROOMS: 325 Broadway, New York, 252 Washington St., Boston.

THIS Machine is constructed on entirely new principles of mechanism, possessing many rare and valuable improvements, having been examined by the most profound experts, and pronounced to be

Simplicity and Perfection Combined.

It has a straight needle, perpendicular action, makes the Lock or Shuttle Stitch, which will neither rip nor unravel, and is alike on both sides; performs perfect sewing on every description of material, from Leather to the finest Swiss Muslin, with cotton, linen or silk thread, from the coarsest to the finest number. Having neither Cam or Eccentric, it is perfectly frictionless, it runs as smooth as glass, and is

Emphatically a Noiseless Machine.